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THIS IS UNEVALUATED INFORMATION

1. Ships under repair and shipbuilding

- a. The former submarine tender SAAR, now called the WALDEMAR, which was salvaged off Gdynia is undergoing repairs. The length of the ship is approximately 150 meters. The breadth is 20 to 24 meters and the tonnage approximately 6,000 tons. The repairs, costing 26,000,000 DM, will take from two to two and a half years. Two holes in the after end of the ship are to be repaired, and the engines (steam turbine, 4 boilers) will be taken out and repaired. The main superstructure will have to be rebuilt.

- b. Two torpedo boats [redacted] were painted and, on 29 October 1951, left for engine trials in the direction of Pillau.
- c. In the floating dock are two Neptun luggers and an ice breaker, all destined for Russia.

- d. Three minesweepers, [redacted] are in the shipyard 25
They are painted grey and have silver-grey funnels. The bridge is flat
in the center and has rounded wings on its port and starboard sides
where platforms are provided for guns. Behind the bridge is a raised
superstructure. On the port side one platform and on the entrenchment
one trestle mast with a frame aerial were visible. The ships did not
carry guns and did not have torpedo tubes fitted, but they were, however,
provided with sockets for 4-6 twin torpedo frames (?). [redacted] ILLEGIB

vessels remain in the yard with steam up. There are 9 luggers on the ways which are 150 meters long and 40 to 50 meters wide.

2. New harbor facilities

- a. A new floating crane with a lifting capacity of 10 tons and arm of 5 meters has arrived at the dockyard from Abus Stahlbau Halle.

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b. Two new cranes have been fitted to the ways with an arc of 20 meters and a lifting capacity of 10 tons. They were supplied by ABUS Stahlbau Halle. In addition, a diesel crane with an arc of 12 meters and a lifting capacity of 5 tons has been fitted and supplied by LEW-Hennigsdorf.

c. The shipbuilding shed has been lengthened by 40 meters and is now 200 to 220 meters long.

3. Lugger construction

a. Luggers will be built on a prefabrication system (Sektionbau). The shipbuilding shed is reorganized as follows: On the left hand side of the shed (entering the main door) is the section assigned to joining the prefabricated parts. In the middle is a travelling crane. The crane is on the right hand side of the workshop where the launching rails are situated, and where the luggers are finally assembled. On the side near the dock is a welding section, 120 meters long and 50 to 60 meters wide, enclosed in a steel building. The reorganization will be completed in a few days.

b. The lugger program will be finished at the end of November and 60 to 65 luggers will then have been completed this year, all of which have been sent to Russia.

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